

WI-495
Pittsville Passenger Station
Pittsville
Private

1900

The Pittsville Passenger Station is one of the best preserved railroad buildings formerly associated with the Baltimore, Chesapeake, & Atlantic Railroad, which purchased the Wicomico & Pocomoke line in 1894. The Pittsville Passenger Station, like the Parsonsburg and Willards depots, are diminutive frame structures distinguished by broad eaves supported by triangular stick brackets. The track side of the station included a three-sided bay, so that the station agent could clearly see up and down the right-of-way. The beaded board interior of the Pittsville station survives virtually unaltered and retains its original partition that includes a ticket sales bay as well as an unusual grilled section below the counter that allowed for air circulation between the two rooms when the ticket office door was locked. This station has been moved twice; most recently during the 1980s when the structure was relocated to Maple Street and restored by James L. Jackson, Jr. The passenger station has been adapted as an office as well as a repository for railroad memorabilia.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. W I-495

1. Name of Property (indicate preferred name)

historic Pittsville Passenger Station

other _____

2. Location

street and number 7410 Maple Street not for publication

city, town Pittsville vicinity

county Wicomico

3. Owner of Property (give names and mailing addresses of all owners)

name James L. Jackson, Jr. and Nadine C. Jackson

street and number 7345 Pine Street telephone

city, town Pittsville state MD zip code 21850

4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court tax map and parcel Map P.

city, town Salisbury, Maryland liber folio

5. Primary Location of Additional Data

- ☒ Contributing Resource in National Register District
☒ **Contributing Resource in Local Historic District**
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
			Contributing	Noncontributing
district	public	agriculture		
x building(s)	x private	commerce/trade	1	buildings
structure	both	defense		sites
site		x domestic		structures
object		education		objects
		funerary	1	Total
		government		
		health care		
		industry		
		landscape		
		recreation/culture		
		religion		
		social		
		transportation		
		work in progress		
		unknown		
		vacant/not in use		
		other:		
			Number of Contributing Resources previously listed in the Inventory	

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7. Description

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Condition

	excellent	deteriorated
x	good	ruins
	fair	altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Pittsville Passenger Station is located at 7410 Maple Street in Pittsville, Wicomico County, Maryland. The station was moved to this location during the 1980s from a nearby farm where it had been relocated from its original site. The station currently faces east with the jerkinhead roof oriented on a north/south axis.

Built in 1900, the single-story, three-bay frame station is supported on a modern masonry foundation, and the exterior is sheathed with board-and-batten siding. A layer of wood shingles covers jerkinhead roof. Piercing the roof is an off-center brick stove chimney.

The east (main) facade is an asymmetrical three-bay elevation with a center entrance flanked on the south by a two-over-two sash window and to the north a three-sided bay pierced by two-over-two sash windows on each side. The partially glazed door is framed by a plain surround as are the two-over-two sash windows. Most of the board-and-batten siding is original and the battens are molded. The wide overhanging jerkinhead roof is supported on a chamfered edge stick brackets. Small acorn-shaped pendants hang from the upper arm of the triangular bracket. The underside of the roof is sheathed with narrow beaded boards.

The north and south ends of the station are defined by two-over-two sash windows as is the west side. Triangular stick brackets with chamfered edges support the roof. The gable ends of the jerkinhead roof are pierced by round louvered openings.

The interior is divided into two rooms with the ticket office on the north side of the front door. Beaded board walls and ceiling finish the interior. The interior partition survives with a small screened opening as a ticket bay. Below the small counter is series of diamond-set vertical bars that provided for air circulation in the two-room office when the interior door was closed.

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8. Significance

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Period	Areas of Significance	Check and justify below		
1600-1699	agriculture	economics	health/medicine	performing arts
1700-1799	archeology	education	industry	philosophy
1800-1899	x architecture	engineering	invention	politics/government
x 1900-1999	art	entertainment/	landscape architecture	religion
2000-	commerce	recreation	law	science
	communications	ethnic heritage	literature	social history
	community planning	exploration/	maritime history	x transportation
	conservation	settlement	military	other:

Significance dates

Architect

Specific dates

1900

Builder

Evaluation for:

National Register

x Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form – see manual.)

The Pittsville Passenger Station is one of the best preserved railroad buildings formerly associated with the Baltimore, Chesapeake & Atlantic Railroad, which purchased the Wicomico & Pocomoke line in 1894.¹ The Pittsville Passenger Station, like the Parsonsburg and Willards depots, are diminutive frame structures distinguished by broad eaves supported by triangular stick brackets. The track side of the station included a three-sided bay, so that the station agent could clearly see up and down the line. The beaded board interior of the Pittsville station survives with its original partition that includes a ticket sales bay as well as an unusual grilled section below that allowed for air circulation between the two rooms when the ticket office door was locked. This station has been moved twice, most recently during the 1980s when the structure

¹ John C. Hayman, *Rails Along the Chesapeake: A History of Railroad on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers, 1979, p. 115.

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HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period(s): Industrial/Urban Dominance 1870-1930

Historic Period Theme(s): Architecture

Resource Type: Standing Structure

Category: Passenger Station

Historic Environment: Residential Neighborhood

Historic Function(s) and Use(s): Transportation-Ticket Office

Known Design Source:

9. Major Bibliographical References

WI-495

10. Geographical Data

Acreage of project area

Acreage surveyed

Quadrangle name

Quadrangle scale 1:24,000

Verbal boundary description and justification

11. Form Prepared by

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

street & number P. O. Box 5

city or town Westover, Maryland 21871

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032
410-514-7600

[illegible]

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[illegible]

PARSONSBURG BUSINESS REFERENCES.

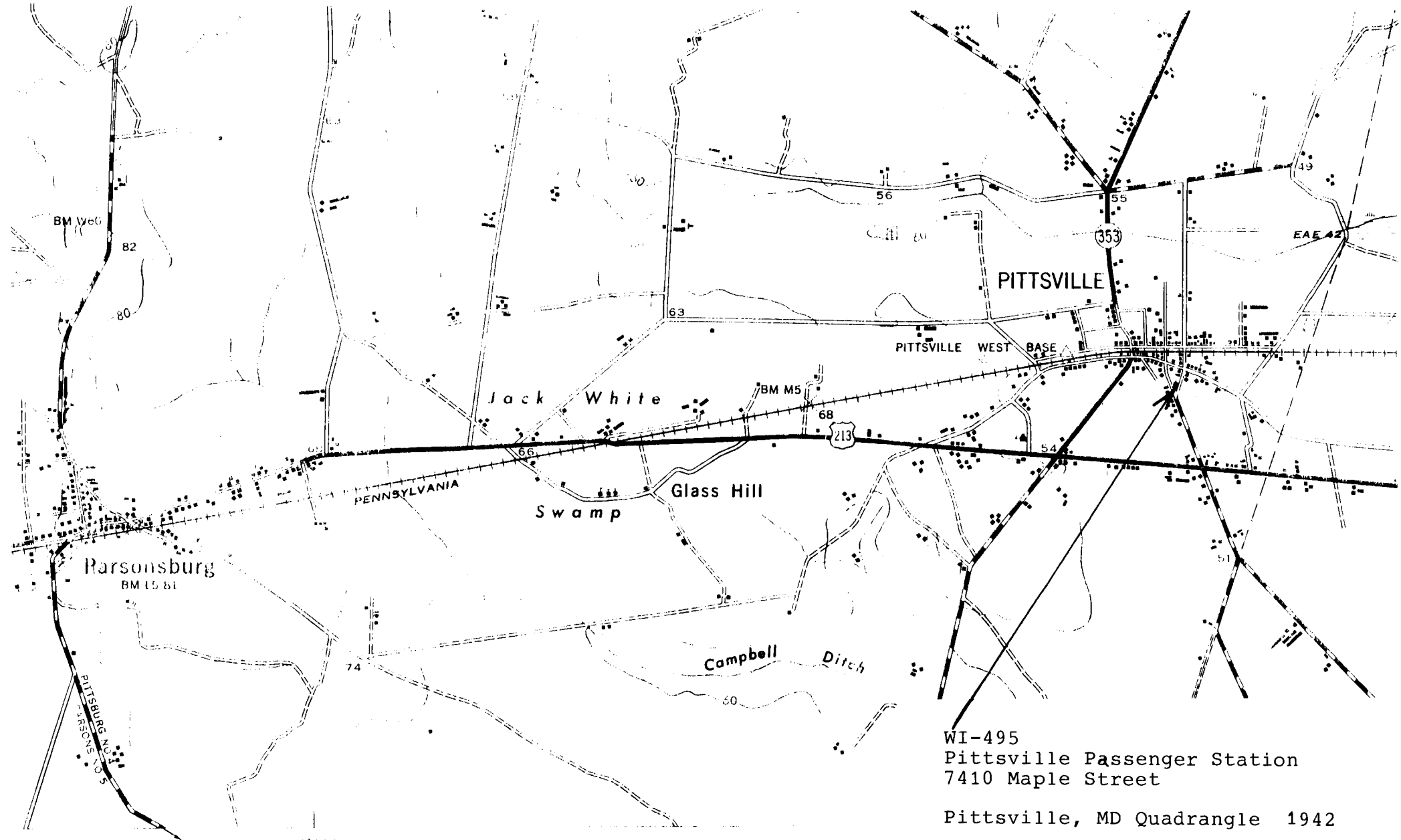
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&c.

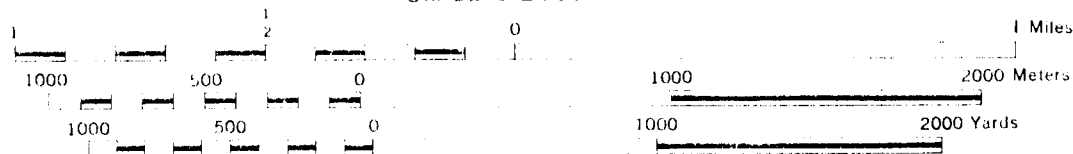
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[illegible]



SCALE 1:24000



CONTOUR INTERVAL 20 FEET

DATUM IS MEAN SEA LEVEL

POLYCONIC PROJECTION

e (AM), U. S. Army.
IV NW, 1942.
ography by plane
surveys by





W. 495

Pennsylvania Passengers - 100 -

Pennsylvania Passengers - 100 -

Southwestern - 100 -

to 1000 to 2000, Pennsylvania

the 1000 to 2000 to 1000

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